



11/28/2016

VIA EMAIL

Ethan Meltzer, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, Ca 95811

**RE: Natomas Corporate Center Commercial Building (DR16-330)**

Dear Mr. Meltzer:

WALKSacramento has reviewed the project routing for Natomas Corporate Center. The project proposes the construction of a 3-story ninety-one thousand square foot commercial building at the southwest corner of West El Camino Avenue and Natomas Park Drive, and a surface parking lot on a 2-acre parcel on the east side of Natomas Park Drive and directly across from the building site. WALKSacramento offers the following comments to improve the walkability and public health supportive elements of the project.

Providing a walking environment that encourages walking, or at least doesn't discourage walking, has many benefits for the residents of Sacramento and surrounding areas. The benefits associated with walking include better physical and mental health, reduced medical costs treating inactivity-related chronic health conditions, greater social contact and sense of community, and increased spending at local stores and restaurants, while the benefits associated with a walkable environment include fewer car trips and reduced air pollution, and a more sustainable physical environment.

Walking to and from transit can help people attain the 30 minutes of moderate physical activity per day that the U.S. Surgeon General recommends for Americans. Natomas Corporate Center is proposed for a site served by two moderate-frequency bus routes. One of them has a westbound stop directly across the street from the building. However, the walking distance to the westbound stop is more than 450' because pedestrians are prohibited from crossing the west leg of the W El Camino at Natomas Park Drive intersection and they must walk around the intersection. **WALKSacramento recommends adding a crosswalk on the west side of Natomas Park Drive at W El Camino Avenue.**

Pedestrian circulation on the project site and access from the street and adjoining development can also positively influence the walking activity of the employees and visitors of Natomas Corporate Center. As proposed, there are only two pedestrian access points on Parcel A: the sidewalks on either side of the driveway on Natomas Park Drive and the pathway between the building and W El Camino Avenue. **WALKSacramento recommends adding pathways and sidewalks at the south end of Parcel A to provide convenient and safe pedestrian travel to the building.** (See Figure 1)

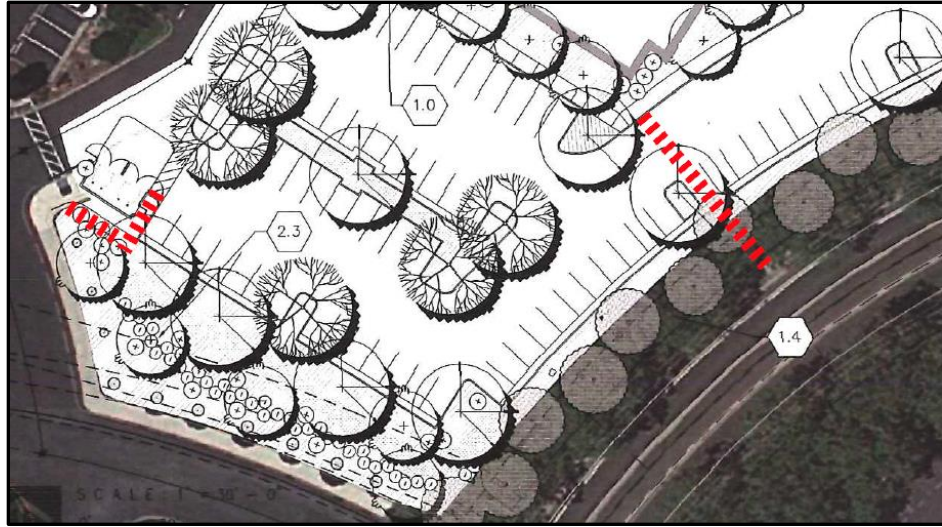


Figure 1

The proposal to provide 45% of Natomas Corporate Center parking across the street from the office building is alarming. Many people that park in the lot on Parcel B on the east side of Natomas Park Drive will be faced with the daily choice of making either an unsafe crossing of the street or walking well out of their way to cross at the nearest corner. The motivation to cross midblock will be strong since the parking lot driveway is directly across the street from the office building driveway, the office building is located near the rear of Parcel A and in the opposite direction of the crosswalk at the intersection, and the distance is almost one-third that of walking to the corner. (See the figure 2) Even if only two-thirds of the parking spaces on Parcel B were to be used, that would mean over two-hundred walking trips per day between the Parcel A building and the Parcel B parking lot would occur. **WALKSacramento recommends the project construct a mid-block crossing between the main Natomas Park Drive driveway on Parcel A and the Parcel B driveway.**

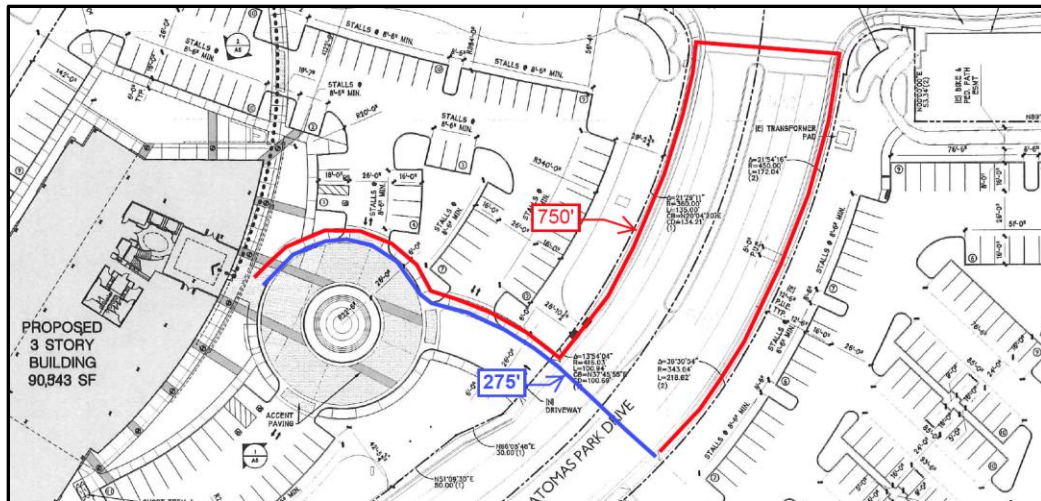


Figure 2

In the event the project is approved with parking on Parcel B as proposed, there are a two modifications to the site plan that we would recommend. Driveways are a visual entrance to parking lots and pedestrians may assume they can enter the parking lot via the driveway. Sidewalks should be provided along the driveway to allow safe access for pedestrians. The proposed site plan has a sidewalk on the south side of the driveway, but most of the parking is to the north of the driveway. This sidewalk would also be critical should a mid-block crossing be constructed. **WALKSacramento recommends adding a sidewalk along the north side of the entrance driveway on Parcel B.** (See Figure 3)

A sidewalk at the north end of the row of parking stalls adjacent to the street would also provide convenient access and a logical path to the corner. The proposed walkway to the off-site bike path connects at an unsafe location where sight lines are inadequate and surveillance of the path is almost non-existent. While the proposed connection to the bike path would be appropriate if there was a building on Parcel B, there is little need to connect the parking lot to the bike path. **WALKSacramento recommends adding a walkway between the northwest corner of the parking lot and Natomas Park Drive.** (See Figure 3)

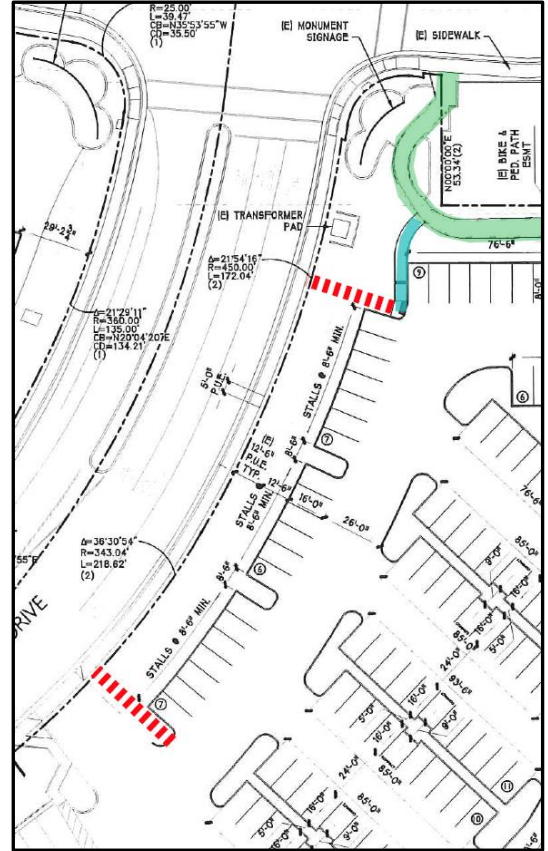


Figure 3

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or [cholm\\_at\\_walksacramento.org](mailto:cholm_at_walksacramento.org).

Sincerely,  
Chris Holm  
Project Manager

Attachment: Development Checklist for Biking and Walking

# ***DEVELOPMENT CHECKLIST for BIKING and WALKING***

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)  
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

## **POLICIES**

- ❑ Walking and biking is a priority
- ❑ Adopted a policy to develop a full multi-modal and ADA accessible transportation system

## ***Project Review and Comment***

## **POLICY CONSIDERATIONS**

- ❑ Pedestrian Master Plan
- ❑ Bicycle Master Plan
- ❑ Regional Blueprint
- ❑ Regional Blueprint Consistent General Plans
- ❑ Adopted Climate Action Plans
- ❑ Subdivision ordinances to support pedestrian and bicycle access and safety
- ❑ Zoning ordinance to support pedestrian and bicycle access and safety

## **ENGINEERING**

- ❑ **SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS**
  - Pedestrian Level of Service “C” or better on arterials
  - Bicycle Level of Service “C” or better on arterials
- ❑ **SAFE CROSSINGS FOR PEDESTRIANS**
  - every 300-600 feet on major arterials
  - well lit, marked crosswalks
  - audible signals & count-down signals
  - median refuge islands
- ❑ **SPEED MANAGEMENT**
  - Speed limits based on safety of pedestrians and bicyclists
  - Implement “road diets” where there is excess lane capacity
- ❑ **STREET DESIGN STANDARDS**
  - Maximize pedestrian and bicyclist safety
  - Sidewalks buffered by trees and landscaping on major arterials
  - Vertical curbs
  - 5’ minimum sidewalk widths, 8’ in front of schools
  - 6’ minimum bike lanes on busy streets

- ❑ **INTERSECTIONS**
  - Median refuge islands for pedestrians
  - Signal timing to enable safe passage
  - Signal detection for bicyclists
  - Crossings on all 4 legs of intersections
  
- ❑ **ELIMINATE BARRIERS**
  - Freeway, railroad, river and creek crossings
  - Obstructions in sidewalks and bike lanes

### **NEW DEVELOPMENT – REQUIRE**

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

### **NEW DEVELOPMENT – DISCOURAGE**

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

### **BUILDINGS – REQUIRE**

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

### **OLDER NEIGHBORHOODS**

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

## *Policy Review and Comment*

### **ENFORCEMENT & MAINTENANCE**

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

### **EDUCATION**

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

### **FUNDING**

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

*www.walksacramento.org*

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